

BUREAU OF ENVIRONMENT

CONFERENCE REPORT

DATE OF CONFERENCES: June 7 and 18, 2007

LOCATION OF CONFERENCES: J.O. Morton Building

ATTENDED BY: Nadine Peterson, Marc Laurin, Darrel Elliott, Charles Hood, Jon Evans, Kevin Nyhan, Bob Landry, Jeff Harpring, Ram Maddali, and Mark Hemmerlein NHDOT; Jim Garvin, Linda Wilson, and Edna Feighner, NHDHR; Bill O'Donnell FHWA; Matt Low and Josif Bicja, HTA; Bruce Woodruff, City of Dover; Kevin Gagne, FST; Jamie Paine, CLD; and Bill Gegas, DRED.

SUBJECT: Monthly SHPO-FHWA-ACOE-NHDOT Cultural Resources Meeting

Carroll 14635,
Hampton 14532
Dover, STP-TE-X-5125(012), 12644
Haverhill, NH-Newbury,
VT, X-A000(582), 14335
Portsmouth, BHF-T-0101(015) 13678
Tamworth, X-A000(299), 14317
Andover, X-A000(219), 14169

Claremont, X-A000(089) 13888
Tilton, X-A000(483), 13699
Ashland, X-A000(212), 14139
Derry-Londonderry, IM-0931(201), 13065
Portsmouth, BHF-T-0101(015), 13678
Claremont, X-A000(089) 13888

Thursday, June 7, 2007

Carroll 14635 (no federal #). Participants: Matt Low and Josif Bicja (mlow@hta-nh.com)).

HTA presented the Old Town Road Bridge project that is currently under design and scheduled to be advertised for bid in late winter of 2007.

J. Bicja provided a project overview, including location, description of bridge, pavement limits etc.

The existing bridge is an 81' long, single span Warren Pony Truss with a 12' wide travel lane. It was constructed in 1915 at another location in Town and reconstructed at a later date in its present location. A plaque on the bridge states that the bridge was built by the American Bridge Company. The north abutment is built from concrete, while the south abutment is rubble stone masonry.

The timber deck and light gauge steel are not suitable for today's traffic loadings. Separation of snowmobile and vehicular traffic is desired by the Town.

The Town is interested in potentially reusing the existing truss as a snowmobile trail to the west of the bridge where the road through Town once existed before NH Route 3 was constructed.

The existing truss bridge scores 18, and is therefore, eligible for the National Register of Historic Places. Mitigation by reuse would be favorable.

M. Low explained the Town's desire to have a single lane bridge for vehicular traffic and a separate shared use bridge for snowmobile/pedestrian/ATV traffic. The NHDOT has approved the concept.

The Committee agreed to sign a Memorandum of Effect indicating "Adverse Effects to Historic Properties" stipulating the mitigation discussed at the meeting regarding adaptive reuse.

Hampton 14532W (no federal #/potential for federal funding). Participant: Mark Hemmerlein and Jeff Harpring, NHDOT.

As part of the DOT storm water program, it came to the attention of the Department that high levels of bacteria were noticed at the south end of Hampton Beach. A wooden structure was identified at the end of a 150-foot drainage system that appears to be in disrepair. The Town of Hampton plans to replace this structure with a concrete unit that has a rubber "duck-bill" attached that will prevent sand build-up within the system. The disturbance area associated with the replacement will be approximately 11 feet deep, 50 feet wide at the top (36 feet wide at the bottom), and 225 feet long.

At the meeting, it was agreed that archaeological monitoring during construction would occur. M. Hemmerlein requested an archaeological monitoring estimate be submitted as soon as possible. A No Historic Properties Affected Memo will be prepared and signed at the next Cultural Resources Meeting.

P.S. After the meeting, Joyce McKay met with Edna Feighner to discuss the project. J. McKay and E. Feighner agreed to an alternative form of archaeological work. Prior to construction (likely September or October 2007), a series of cross trenches will be excavated to determine if archaeological features are present. An end of field letter will be submitted unless archaeological deposits are found. If archaeological deposits are found, additional phases of work may be necessary.

Dover, STP-TE-X-5125(012), 12644. Participant: Bruce Woodruff (b.woodruff@ci.dover.nh.us), and Bob Landry.

There are two projects in the City of Dover that include sidewalk installation. Project 12608 has already been reviewed at a monthly Cultural Resources Meeting. Project 12644 will install a sidewalk in the Weeks Crossing area on the south side of Route 108. The City wants to separate the sidewalk from the roadway with a grass panel, which will require temporary and permanent easements. Easements will be approximately 5-8 feet in front of properties. There is currently no curbing and the shoulders are flat. The City could not obtain permission for an easement on one of the residential properties near the existing Western Auto store, so the sidewalk will be located immediately adjacent to Route 108 in this portion of the study.

The 12644 project area had been surveyed as part of another project in the area (Exit 10 Study). No individually eligible historic properties were identified during this survey. There was mention in the Exit 10 Study document of a potential historic district in the area centered on the early-twentieth century camp properties. L. Wilson will check the DHR files to confirm whether or not this area has been defined as an eligible historic district. L. Wilson will report this finding at the next Cultural Resources Meeting. If no historic district is present, a No Historic Properties Affected memo will be signed at the next Cultural Resources Meeting.

[Note: On June 18, Linda Wilson indicated that the referenced district area was too recent and had not been found eligible, so a No Historic Properties Affected memo was signed.]

Haverhill, NH-Newbury, VT, X-A000(582), 14335. Participant: Kevin Nyhan, Eric Paddleford, Mike Licciardi.

K. Nyhan presented this project, which consists of the rehabilitation of the bridge that carries Newbury Road over the Connecticut River between Haverhill, NH and Newbury, VT. Work will include approximately 500 feet of approach work on the roadways leading to the bridge, bridge deck replacement, guardrail and steel painting. The bridge is less than fifty years old, and there are no extant architectural resources in the project area. K. Nyhan thought the only potential involvement with cultural resources would be for archaeology. E. Feighner agreed and determined that the Department would not need to conduct archaeology unless there was work proposed beyond the limits of the existing roadway (i.e. new fills, widening). A No Historic Properties Affected memo will be signed at the next cultural resources meeting. K. Nyhan will present the project again should the scope of work change.

Amherst 1832I (no federal #). Participant: Kevin Nyhan.

K. Nyhan presented this project, which involves realigning Old Manchester Road to T-in across from Pine Road along NH Route 101 in Amherst. The project area is developed with no extant architectural resources in the APE. The new alignment would traverse a wooded area and involve very minimal amounts of wetland. E. Feighner explained that this area is sensitive for archaeology and requested a single transect along the alignment and an end-of-field letter, unless artifacts were discovered, at which point a Phase II assessment would be required. K. Nyhan indicated that there is very limited funding for this betterment project and inquired as to the need for archeology. E. Feighner indicated that J. McKay and K. Nyhan could go into the field and complete soil auger coring to determine the level of disturbance. If the area is shown to have been previously disturbed, no further work would be needed. If the area has not been disturbed, the work described above would be needed. A No Historic Properties Affected memo can be signed conditional upon the completion of all necessary phases of archaeology.

Portsmouth, BHF-T-0101(015) 13678. Participant: Kevin Nyhan.

An Adverse Effect memo was reviewed. Minimal revisions were requested. K. Nyhan revised the memo during the meeting, and it was later signed by appropriate personnel.

Tamworth, X-A000(299), 14317. Participant: Kevin Gagne, FST (kgagne@FSTinc.com).

Kevin Gagne discussed the safety improvement project for the Town of Tamworth, Chocorua Village:

1. FST provided an overall project overview, including a brief summary of the overall concept "master plan" that had been developed since the project was last presented to the cultural resources group on 7/13/06.

2. A hybrid Project Area / Historic District Area Form was prepared and submitted in 2006 by project team preservation consultant, Lynne Monroe of Preservation Company (not in attendance).
3. FST presented the consensus Phase 1 area as approved by the Selectmen of Tamworth. A graphic was shown to indicate the limits of the Historic District relative to the overall project and the Phase 1 area.
4. Proposed Phase 1 area begins just north of Mill Pond (northerly limit) and "ends" at the intersection of Route 16/113 (southerly limit). Proposed improvements within these limits include parallel parking, sidewalks, crosswalks, trees, ornamental lighting, and drainage.
5. It was stressed that the budget is limited and the Phase 1 area has been "sized" to allow for budget to cover all the desired improvements including ornamental lighting.
6. Cement concrete sidewalks are proposed, as well as standard NHDOT-type street trees.
7. Regarding lighting, prior to the meeting Lynne Monroe had been coordinating with Linda Wilson to determine what the appropriate lighting type would be.
8. A 1930's era GE lighting catalog cut was provided showing what Lynne believed the lighting fixture should look like.
9. FST stressed the importance of finding appropriate comparable lighting from major manufacturers "off the shelf" catalogs as opposed to sole-source custom fabrication. Custom lights could be cost prohibitive and result in issues with the availability of parts for repair/maintenance. A catalogue of luminaries from King Lunimaire was shown as an example of a readily available product that was generally similar looking to the 1930's GE model.
10. It was determined that the lighting type appears to be appropriate and that FST should continue to include Linda in correspondence/coordination regarding lighting (final options, colors, poles etc.). This coordination will not require another meeting before the group.
11. Finally, Joyce McKay would conduct field investigations to determine if there was any proposed utility work in archaeologically sensitive areas. This determination would be made within 2-3 weeks to help keep the project on target for a late July 2007 construction advertisement. A No Adverse Effect Memo can be signed, indicating that the necessary archaeology will be completed prior to construction.

Dublin and Bennington. Participant: Kevin Gagne

L. Wilson indicated that a lot of survey had been conducted in the Dublin area for the construction of Route 101. She suggested doing a project area form to re-examine the continued eligibility of properties that would be directly impacted by the project. This initial work would also pick up properties that had not been previously surveyed. She indicated that a district area form should be prepared for the Bennington project to document the downtown area.

Claremont, X-A000(089) 13888. Participant: Charlie Hood (for Kurt Beek), Claremont Planning Dept.

C. Hood explained that the Claremont project constructs a pedestrian bridge from a parking area over the Sugar River and then a sluiceway to the former mill area. One cultural resource commitment included the documentation of the sluiceway before it is removed/filled for the project. K. Beek had recently informed him that an earlier project removed all but one end of the sluiceway (an outfall from the sluiceway) without performing the necessary documentation. The city was willing to compensate for the oversight by documenting the small remaining section of the sluiceway. In addition to this work, Jim Garvin suggested that the city complete HAER documentation for two rare historic bridges on either side of the project area. Such documentation should include large format photographs, a plan, a description, and narrative context. DHR also suggested setting up a meeting to discuss the cultural resources requirements for federal projects. Bill O'Donnell stated that this mitigation would be more than the funds necessary for the original mitigation of the sluiceway. He would need to confer with Kathy Laffey.

Tilton, X-A000(483), 13699. Participant: Darrel Elliott.

This project includes the reconstruction/rehabilitation of an existing rail-highway crossing. This project is located at the intersection of State of NH Railroad and Silver Lake Road in Tilton NH. It was determined that no historic or archaeological resources would be affected by the project and no further survey is necessary

Ashland, X-A000(212), 14139. Participant: Darrell Elliott.

This project involves the reconstruction/rehabilitation of an existing rail-highway crossing and installation of signals. It is located at the intersection of the State of NH Railroad and NH Route 132 in the Town of Ashland. One of the two sets of tracks may be removed in the area where it crosses the road. These tracks are inactive but are still used for storing unused carts. This track will still be usable for this purpose because a switch is present at either side of that line. It was determined that the Boston, Concord, and Montreal Railroad station was listed on the National Register in 1998 and the adjacent Freight Station and Boston, Concord, and Montreal line are eligible for the Register but agreed that the work would have no adverse effect on the properties and no additional survey is required.

Derry-Londonderry, IM-0931(201), 13065. Participant: Marc Laurin and Jamie Paine, CLD.

L. Wilson signed effect memos for each alternative.

Ossipee: Whittier Covered Bridge. Participants: Robert Gillette, Town of Ossipee and Dave Powelson and Mark Richardson.

A Paddleford Truss with added arches built in the 1870s, the Whittier Covered Bridge spans the Bearcamp River along old NH Route 125 west of NH Route 16 at West Ossipee Village. It is listed on the National Register and was rehabilitated by Milton Graton in 1983.

Bob Gillette is completing an application to receive funding for the Bridge through the National Historic Covered Bridge Program for the year 2007. However, some emergency bridge stabilization needs to occur this season because of the poor condition of the bridge. The approach to stabilization is lifting the bridge off its foundations and setting it nearby. HTA has prepared a design to remove the bridge from its abutments, and the town has approved the expenditure and is planning to advertised this emergency stabilization. The total cost of this work is \$125,000. B. Gillette asked if the funds spent on the bridge now could be used as match for the grant monies. If the town spent these funds now, it would not have the necessary match for the grant. M. Richardson indicated that any funds expended before the grant could not be used as match.

To reduce the expenditure, Dave Hall of FHWA had suggested cabling and essentially cradling the bridge in place. Additionally, to disperse the funding, the project would have to be placed in the STIP, the Statewide Transportation Improvement Plan. It may be part of an existing trails project. However, the project would not need to be entered in the STIP to submit the application.

Jim Garvin agreed to provide a letter of support for the project from DHR. At the time of the meeting, B. Gillette was close to finalizing the application and would soon provide the necessary photographs.

Monday, June 18, 2007

Recreational Trails Program. Participant: Bill Gegas, DRED (bgegas@dred.state.nh.us).

B. Gegas reviewed the potential archaeological sensitivity of the areas proposed by trail projects in the upcoming year.

Portsmouth, BHF-T-0101(015), 13678. Participant: Kevin Nyhan.

K. Nyhan requested some guidance in drawing the approximate boundaries of the Portsmouth District Area. Linda Wilson indicated that the boundaries of the locally designated district for zoning purposes were probably on the web and should be used in this case. An architectural survey of the area has never been completed.

Claremont, X-A000(089) 13888. Participant: Charles Hood.

To summarize from last week, C. Hood learned through Kurt Beek that the mill sluiceway that would be affected by the above project had been removed by a previous project in the area. The sluiceway was not documented. C. Hood indicated that K. Beek had offered to document one end of the sluiceway, which could be accessed by an outfall. It was suggested that some alternative mitigation measures might be considered. It was thought that full documentation of the sluiceway might be \$8000-10,000, depending on the level of study for the area in the Phase IA.

J. Garvin suggested that there were two bridges on either side of the project area that were in need of documentation. The bowstring arch and Baltimore truss bridges were very rare. Discussion followed about the level and cost of the suggested documentation. Bill O'Donnell stated that Federal Highways would probably not want to pay for anything above the cost of the original documentation. The documentation of two bridges would likely cost about \$20,000. He suggested that FHWA would help pay for one bridge, and the city would have to pay for the other. J. Garvin indicated that he was not

aware of the actual costs of documentation. R. Maddali asked about the proximity of the bridges to the project area. J. Garvin indicated that they span the river 400'-500' on either side of the project area. Of the two, the Bowstring Arch Bridge is very rare and lacks a floor. It is the only known bridge of its type in its original location. He also noted that *Industrial Archaeology* had included an article on the bridge, and it had been recorded by HAER about 20 years ago. These sources would provide background information on the bridge. E. Feighner also indicated that Hartgen might have documented the mill. This information could be used in the report concerning the sluiceway.

Given the potential cost of completing two HAER studies, it was suggested that one of the two bridges, the Bowstring Arch, and the sluiceway be recorded. Documentation for the sluiceway would include black and white photographs, a scaled cross section, and sketch plan map along with description and historical narrative. NHDHR also requested that a meeting be set up with the city so that they could provide technical assistance explaining the requirements of federal projects.

Andover, X-A000(219), 14169. Participant: Linda Wilson

L. Wilson noted that the area adjacent to the affected bridge abutment was located near the former house of Mary Peters. The area from the ramp back to the bridge and up to the tracks included her garden, which still contains rare plants that are significant to the community. L. Wilson considered it a Traditional Cultural Property. Slips from these traditional plant varieties have been planted on many properties across Andover. This area should be protected during the construction of the project.

****Memos:** Portsmouth, BHF-T-0101(015), 13678; Pembroke, X-A000(414), 14477A (resign)

Submitted by Joyce McKay, Cultural Resources Manager